

GENERAL LEAVE

Mr. PEASE. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on House Resolution 176 and House Resolution 161.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Indiana?

There was no objection.

REMOVAL OF NAME OF MEMBER
AS COSPONSOR OF H.R. 987

Mr. THOMPSON of Mississippi. Mr. Speaker, I ask unanimous consent to have my name removed from H.R. 987 as an original cosponsor.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Mississippi?

There was no objection.

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SPECIAL ORDERS

The SPEAKER pro tempore (Mr. SHIMKUS). Under the Speaker's announced policy of January 6, 1999, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Indiana (Mr. BURTON) is recognized for 5 minutes.

(Mr. BURTON of Indiana addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

AVIATION BILATERAL
ACCOUNTABILITY ACT

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Illinois (Mr. LIPINSKI) is recognized for 5 minutes.

Mr. LIPINSKI. Mr. Speaker, I rise today to introduce a piece of legislation entitled the Aviation Bilateral Accountability Act.

The Aviation Bilateral Accountability Act is a bill that will require congressional review of all U.S. bilateral aviation agreements. International aviation is governed by a series of bilateral civil aviation agreements between nations. This means that if an air carrier from the United States wants to fly into or out of another country, the United States Government must first negotiate with the government of that foreign country to determine the terms under which the carriers from both countries will operate.

U.S. bilateral aviation agreements are executive agreements. They are negotiated and signed by representatives from the Department of State and from the Department of Transportation. In fact, Secretary of State Madeleine Albright and Transportation Secretary Rodney Slater recently joined rep-

resentatives from the People's Republic of China in signing a new U.S.-China civil aviation agreement.

The new agreement will govern aviation policy between the United States and China for the next 3 years. Unfortunately, like all bilateral aviation agreements, Congress did not play any official role in the review or the approval of this new agreement.

As ranking member of the House Subcommittee on Aviation, I strongly believe that Congress deserves to play a role in reviewing and approving bilateral aviation agreements. As Members of Congress, we represent the business person, the leisure traveler, the consumer, and the flying public in general. We should have the right to make sure that bilateral aviation agreements are negotiated to give U.S. consumers the most access to international aviation markets at the best prices possible.

For example, the new U.S.-China civil aviation agreement increases U.S. access to China by doubling the number of scheduled flights and designating one additional U.S. carrier. However, many industry observers believe that U.S. negotiators should not have settled for anything less than access for two additional U.S. carriers through this very large Chinese market.

Therefore, I am introducing the Aviation Bilateral Accountability Act, a bill to require congressional review of all U.S. aviation bilateral agreements. International aviation, which is based on bilateral aviation agreements, has a tremendous impact on the U.S. economy and U.S. citizens. Congress should not be excluded from agreements of such magnitude.

Under the Aviation Bilateral Accountability Act, the executive branch must submit each new and updated bilateral aviation agreement to Congress. Then a Member of Congress must introduce a disapproval resolution within 20 days after receiving the agreement. If a disapproval resolution is not introduced within 20 days, the bilateral agreement is automatically approved and can be implemented.

However, if a disapproval resolution is introduced, Congress then has 90 days to review the bilateral agreement and enact a disapproval resolution if necessary. If a disapproval resolution is not enacted by the end of the 90-day period, the bilateral agreement is then automatically approved and can and will be implemented.

As elected representatives of the people, we owe it to the American consumer to look out for his or her best interest. My legislation will help Members of Congress better represent the flying public by giving Congress a vital role in the review and approval of U.S. bilateral agreements.

Mr. Speaker, in closing, I would like to thank the 13 Members who have joined me as original cosponsors of this important legislation, including the gentleman from Tennessee (Mr. JOHN DUNCAN, JR.) Chairman of the Subcommittee on Aviation.

I urge all Members of the House to join us in cosponsoring the Aviation Bilateral Accountability Act.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Montana (Mr. HILL) is recognized for 5 minutes.

(Mr. HILL of Montana addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California (Mr. FILNER) is recognized for 5 minutes.

(Mr. FILNER addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Maryland (Mr. EHRLICH) is recognized for 5 minutes.

(Mr. EHRLICH addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Indiana (Mr. SOUDER) is recognized for 5 minutes.

(Mr. SOUDER addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentlewoman from Indiana (Ms. CARSON) is recognized for 5 minutes.

(Ms. CARSON addressed the House. Her remarks will appear hereafter in the Extensions of Remarks.)

COMMUNICATION FROM THE
CHAIRMAN OF THE COMMITTEE
ON THE BUDGET REGARDING
REVISIONS TO THE AGGREGATE
SPENDING LEVELS SET BY
INTERIM ALLOCATIONS AND
AGGREGATES FOR FISCAL YEAR
1999

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Ohio (Mr. KASICH) is recognized for 5 minutes.

Mr. KASICH. Mr. Speaker, pursuant to Sec. 314 of the Congressional Budget Act, I hereby submit for printing in the CONGRESSIONAL RECORD revisions to the aggregate spending levels set by the interim allocations and aggregates for fiscal year 1999 printed in the RECORD on February 3, 1999, pursuant to H. Res. 5. H.R. 1141, the conference report to accompany the Emergency Supplemental Appropriations and Rescissions Act for fiscal year 1999, adjusts the allocation for the House Committee on Appropriations to reflect \$12,782,000,000 in additional new budget authority and \$3,582,000,000 in additional outlays for designated emergency spending. In addition, the Committee on Appropriations will receive \$25,000,000 less in budget authority and \$2,000,000 less in outlays for funds previously appropriated for arrearages that were rescinded by the conference report for H.R. 1141. Overall, the allocation to the Appropriations Committee will increase to \$585,555,000,000 in budget authority and \$580,059,000,000 in outlays for fiscal year 1999.

I also submit for printing in the CONGRESSIONAL RECORD an adjusted fiscal year 2000

allocations to the House Committee on Appropriations to reflect \$1,881,000,000 in additional new budget authority and \$1,806,000,000 in additional outlays for designated emergency spending. In addition, the outlay effect of the fiscal year 1999 budget authority of H.R. 1141 will result in additional outlays of \$5,452,000,000 for fiscal year 2000. The rescission of funds previously appropriated for arrearages will result in \$2,000,000 less in outlays for fiscal year 2000. Overall, the allocation to the Appropriations Committee will increase to \$538,152,000,000 in budget authority and \$578,201,000,000 in outlays for fiscal year 2000.

The House Committee on Appropriations submitted the report for H.R. 1141, the conference report to accompany the Emergency Supplemental Appropriations and Rescissions Act for fiscal year 1999, which includes \$12,757,000,000 in budget authority and \$3,580,000,000 in outlays for fiscal year 1999 designated defense and non-defense emergency spending. H.R. 1141 includes \$1,881,000,000 in budget authority and \$7,256,000,000 in outlays for fiscal year 2000 designated emergency spending.

These adjustments shall apply while the legislation is under consideration and shall take effect upon final enactment of the legislation. Questions may be directed to Art Sauer or Jim Bates at x6-7270.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Connecticut (Ms. DELAURO) is recognized for 5 minutes.

(Ms. DELAURO addressed the House. Her remarks will appear hereafter in the Extensions of Remarks.)

HOW LONG MUST BOMBINGS IN YUGOSLAVIA CONTINUE?

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Kentucky (Mr. WHITFIELD) is recognized for 5 minutes.

Mr. WHITFIELD. Mr. Speaker, how long must the bombings in Yugoslavia continue? NATO has been bombing now for over 54 days. For what purpose? Why?

The President, Vice President, and Secretary of State's stated policy was to stop the ethnic cleansing of Kosovo Albanians. They said they must act to forestall a new round of ethnic cleansing by Mr. Milosevic. That was the reason the bombings started. But the policy has failed. The bombings have not worked.

Today there are nearly 800,000 refugees in Macedonia, another 500,000 internally displaced within Kosovo, thousands have been murdered, Macedonia has been destabilized, and our foreign relations with Russia and China are severely strained.

Furthermore, in today's Washington Post it was written that in Latin America, Asia, Africa, the Middle East, and other regions with little direct interest in the conflict, opposition to the bombings is surfacing in statements by elected officials, in newspaper editorials of the opinion polls, and by public protest.

From a policy point, it is difficult to imagine how the situation could be

much worse than it is today. Clinton administration spokesmen and women have criticized Milosevic forces for killing innocent civilians, and rightfully so, because Serb forces have killed innocent civilians. However, our bombings have killed and may be killing innocent civilians in Yugoslavia today.

Mr. Milosevic's forces have destroyed much of the infrastructure in Kosovo. That is true. However, our bombings are destroying the infrastructure in Yugoslavia today. So today we have death, refugees, displaced persons, pain and suffering among the Kosovo Albanians, but we also have death, refugees, displaced persons, and pain and suffering among the Serbs of Yugoslavia today.

As Mr. Michael Dobbs wrote in Sunday's Washington Post, this administration's oversimplistic comparison between Kosovo and Bosnia and Mr. Milosevic and Hitler has helped transform what would otherwise have been a Balkan crisis into a global crisis, the ramifications of which are being felt not only in Yugoslavia, not only in Kosovo, but throughout the entire world.

I would say to the President, what does he want? The Yugoslav Government said today it is open to peace proposals by the G-8 foreign ministers for ending the crisis over Kosovo. How many more bombs must be dropped and how many more deaths must be brought before we admit this policy has not worked?

I would say to the President, stop the bombings, give negotiations an opportunity to work. How long must the bombings in Yugoslavia continue?

NATIONAL TRANSPORTATION WEEK

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Maryland (Mr. CUMMINGS) is recognized for 5 minutes.

Mr. CUMMINGS. Mr. Speaker, May 16 to 21 is National Transportation Week. During National Transportation Week, I will honor the many accomplishments of the Department of Transportation and our dedicated transportation workers. I will highlight the human factors, the technology, education, and safety accomplishments that make our transportation system one of the best in the world.

Usually when we discuss transportation we comment on the aspects of the industry, such as highways, airplanes, and railroads. But what about the people? The people are the element that make transportation work and have firmly established the United States transportation system as one of the safest and most efficient in the world.

The bus drivers, the airline pilots, ships' captains, locomotive engineers, air traffic controllers, and truck drivers, to name just a few, function in a

fast-paced dynamic environment that requires skill and talent to build, operate and maintain.

And so, it is today that we pause to thank those persons who rise every day to carry out the mission of providing all Americans with the freedom of movement, a very basic freedom which is often taken for granted: Transporting children to schools, workers to work, vacationers to various leisure locations all over the country.

Simply stated, we thank our transportation workers for bringing life to life. We know that guaranteeing an efficient transportation system requires the best and brightest in our transportation workforce. While new technologies are expanding career opportunities in the transportation industry, much of the seasoned transportation workforce is retiring.

In 1997, the Department of Transportation launched an innovative program to combat this problem. Spearheaded by Secretary Rodney Slater, the Garrett A. Morgan Technology and Transportation Futures Program is a national education program designed to reach and challenge one million students of all ages to focus on their math, science, and technology skills.

The Department's program was named after Garrett A. Morgan, an African-American entrepreneur who invented the automated gas mask and traffic signal, a device that for more than 75 years remains the primary safety tool for managing automobile traffic. Despite his economically poor background and lack of education, his lifetime of achievement is a model of dedication to public service, public safety, and technology innovation.

The Garrett A. Morgan program builds a foundation for success in the twenty-first century transportation industry. Designing and implementing satellite navigation and positioning devices, intermodal transportation facilities, advanced highway construction, magnetic levitation technology, and "smart growth" community planning are but a few of the critical needs for transportation and global engagement in the new millennium.

In unveiling the program, Secretary Slater stated, "We want to inspire students to choose careers in transportation so that this Nation will have the skilled workforce needed to operate and maintain the world's best transportation system."

I urge my colleagues to salute the transportation workforce for what they do every day and for the service they will provide in the future.

RETIREMENT SECURITY

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Ohio (Mr. PORTMAN) is recognized for 5 minutes.

Mr. PORTMAN. Mr. Speaker, I am here tonight to talk about retirement security.

With Americans living longer and 76 million baby-boomers soon to begin